

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99 *CT02D*

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: VILLAGE OF ARLINGTON HEIGHTS CODE# 061-02428

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 16 / 99

CONTACT: TIM FAGEN PHONE # (513) 821 - 1100 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 821-9943 E-MAIL _____

PROJECT NAME: ELLIOTT AVENUE IMPROVEMENTS

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☐ 2. City
☐ 3. Township
☒ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$66,088.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 132,176.00 FUNDING REQUESTED: \$ 66,088.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 66,088.00 LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

- ☐ State Capital Improvement Program
☐ Local Transportation Improvements Program
☒ Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: ____ / ____ / ____
OPWC Approval: _____

APPROVED FUNDING: \$ _____
Loan Interest Rate: _____ %
Loan Term: _____ years
Maturity Date: _____
Date Approved: ____ / ____ / ____
SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		FORCE ACCOUNT TOTAL DOLLARS DOLLARS	
a.)	Basic Engineering Services:	\$	_____
	Preliminary Design	\$	_____
	Final Design	\$	_____
	Bidding	\$	_____
	Construction Phase	\$	_____
	Additional Engineering Services	\$	_____
	*Identify services and costs below.		
b.)	Acquisition Expenses:		
	Land and/or Right-of-Way	\$	_____
c.)	Construction Costs:	\$	132,176.00
d.)	Equipment Purchased Directly:	\$	_____
e.)	Permits, Advertising, Legal:	\$	_____
	(Or Interest Costs for Loan Assistance Applications Only)		
f.)	Construction Contingencies:	\$	_____
g.)	TOTAL ESTIMATED COSTS:	\$	132,176.00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>.00</u>	<u> </u>
b.) Local Revenues	\$ <u>.00</u>	<u> </u>
c.) Other Public Revenues	\$ <u>.00</u>	<u> </u>
ODOT	\$ <u>.00</u>	<u> </u>
Rural Development	\$ <u>.00</u>	<u> </u>
OEPA	\$ <u>.00</u>	<u> </u>
OWDA	\$ <u>.00</u>	<u> </u>
CDBG	\$ <u>66,088.00</u>	<u>50%</u>
OTHER <u> </u>	\$ <u>.00</u>	<u> </u>
 SUBTOTAL LOCAL RESOURCES:	 \$ <u>66,088.00</u>	 <u>50%</u>
d.) OPWC Funds		
1. Grant	\$ <u>66,088.00</u>	<u>50%</u>
2. Loan	\$ <u>.00</u>	<u> </u>
3. Loan Assistance	\$ <u>.00</u>	<u> </u>
 SUBTOTAL OPWC RESOURCES:	 \$ <u>66,088.00</u>	 <u>50%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>132,176.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# Sale Date:

STATUS: (Check one)

Traditional
Local Planning Agency (LPA)
State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: ELLIOTT AVENUE IMPROVEMENTS

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Elliott Avenue from southern cul-de-sac to Dexter Avenue (entire length of Elliott Avenue within Village of Arlington Heights).

PROJECT ZIP CODE: 45215

B: PROJECT COMPONENTS:

Asphalt resurfacing, pavement repair, curb repair, pavement planning, full depth pavement repair, curb replacement, and sidewalk repair.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

1,850 LF roadway, width of 34' B/C to B/C, full depth asphalt pavement with concrete curb; 1,900 LF roadway, width of 29' B/C to B/C, full depth asphalt pavement with concrete curb.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 2,291 Year: 1999 Projected ADT: 3,895 Year: 2000

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ Proposed Rate: \$

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 132,176.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>02 / 15 / 00</u>	<u>04 / 21 / 00</u>
4.2 Bid Advertisement and Award:	<u>06 / 05 / 00</u>	<u>07 / 05 / 00</u>
4.3 Construction:	<u>08 / 01 / 00</u>	<u>10 / 20 / 00</u>
4.4 Right-of-Way/Land Acquisition:	<u>N/A</u>	<u>N/A</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	<u>Ms. Meroline Mclemore</u>
TITLE	<u>President Pro Tem</u>
STREET	<u>Village of Arlington Heights</u>
	<u>601 Elliott Avenue</u>
CITY/ZIP	<u>Cincinnati, Ohio 45215</u>
PHONE	<u>(513) 821-1100</u>
FAX	<u>(513) 821-9943</u>
E-MAIL	<u></u>

5.2 CHIEF FINANCIAL

OFFICER	<u>Mr. Steve Surber</u>
TITLE	<u>Clerk - Treasurer</u>
STREET	<u>Village of Arlington Heights</u>
	<u>601 Elliott Avenue</u>
CITY/ZIP	<u>Cincinnati, Ohio 45215</u>
PHONE	<u>(513) 821-1100</u>
FAX	<u>(513) 821-9943</u>
E-MAIL	<u></u>

5.3 PROJECT MANAGER

TITLE	<u>Mr. Tim Fagen</u>
STREET	<u>Service Director</u>
	<u>Village of Arlington Heights</u>
	<u>601 Elliott Avenue</u>
CITY/ZIP	<u>Cincinnati, Ohio 45215</u>
PHONE	<u>(513) 821-1100</u>
FAX	<u>(513) 821-9943</u>
E-MAIL	<u></u>

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:


Confirm in the blocks [] below that each item listed is attached.

- [x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [x] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.
- [x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [x] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your local District Public Works Integrating Committee.


7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.



Certifying Representative (Type or Print Name and Title)



Signature/Date Signed

CDS Associates, Inc.
PROJECT: 1999 ARLINGTON HEIGHTS SCIP APPLICATION QUANTITIES
ELLIOTT AVE REHABILITATION

Date: 09-Aug-99

Project: 990111

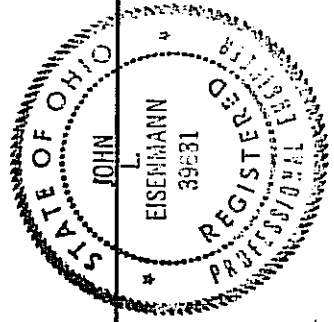
[illegible]

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE ELLIOTT AVE. REHABILITATION WILL BE 20 YEARS FOR ROADWAY REHABILITATION

OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAIL
PLAN COMPLETION AND UPON RECEIPT OF BIDS BY QUALIFIED CONTRACTORS.

John J. Macmillan

JOHN EISENMANN, P.E., P.S.
OHIO ENGINEER #39681



* CONTINGENCY ITEM TO BE USED ONLY AS DIRECTED BY THE ENGINEER



VILLAGE OF ARLINGTON HEIGHTS

MAILING ADDRESS
P. O. BOX 15116, CINTI, O. 45215

TOWN HALL
601 ELLIOTT AVE., ARL. HTS., O.

September 24, 1999

Mr. William W. Brayshaw, P.E.P.S.
Chairman District 2 Committee
State Capital Improvement Program Funding
Court House Annex - Room 700
138 East Court Street
Cincinnati, Ohio 45202

RE: Program Year 2000 SCIP Funding
Arlington Heights Street Repair
Village of Arlington Heights
99001-001

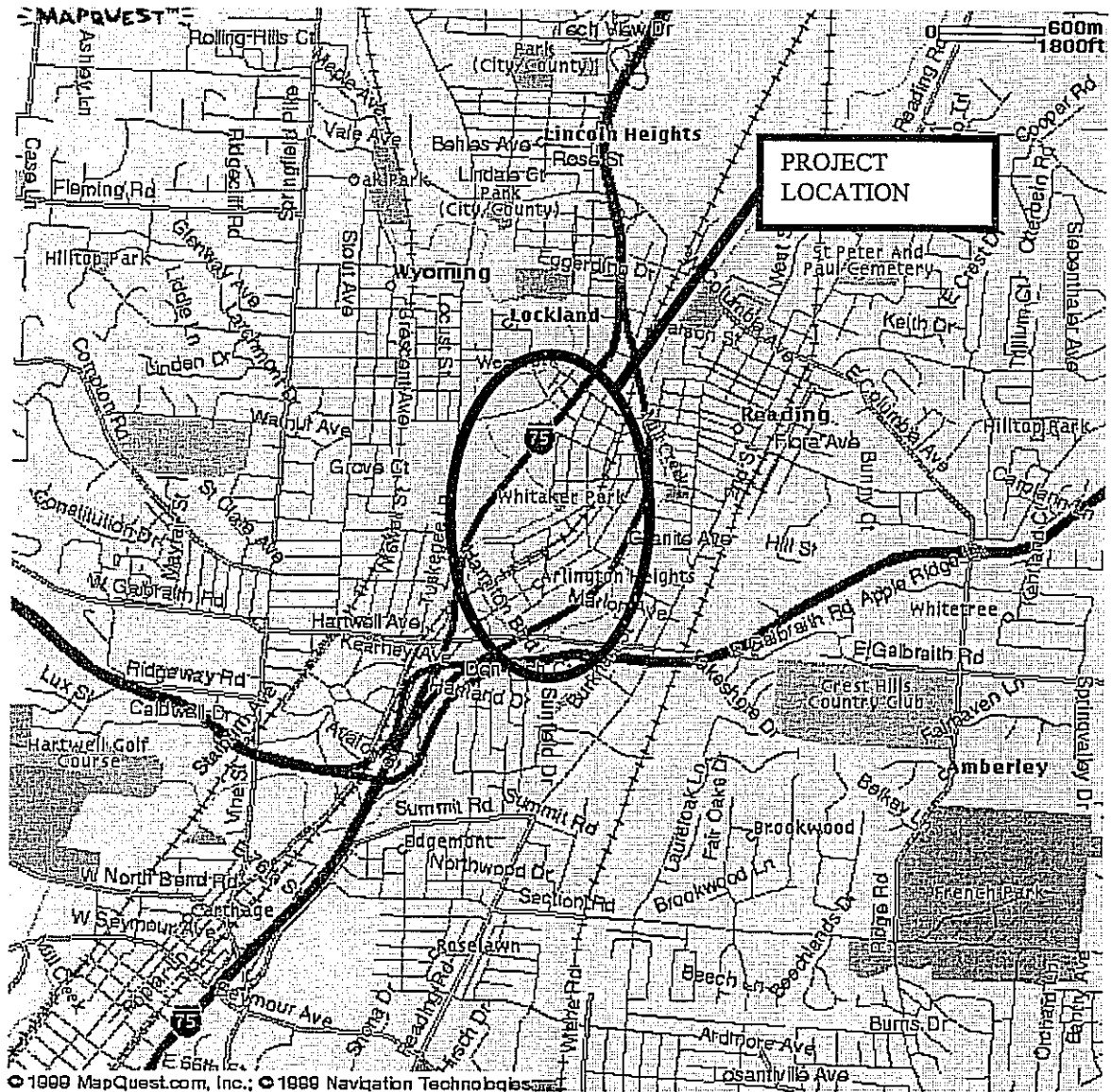
Dear Mr. Brayshaw:

The local portion of this project, which is using a Community Development Block Grant that will be applied in November 1999 for the program years 2000, 2001, 2002, 2003 and 2004. Upon completion of the application, it will be forwarded to your office.

Sincerely,

Tim Fagin
Service Director
Village of Arlington Heights

VICINITY MAP



ORDINANCE NO. 13 - 1999

AN ORDINANCE AUTHORIZING THE MAYOR ON BEHALF OF THE VILLAGE OF ARLINGTON HEIGHTS TO PREPARE AND SUBMIT AN APPLICATION TO PARTICIPATE IN THE OHIO PUBLIC WORKS COMMISSION STATE CAPITAL IMPROVEMENT AND/OR LOCAL TRANSPORTATION IMPROVEMENT PROGRAM(S) AND TO EXECUTE CONTRACTS AS REQUIRED

WHEREAS, the State Capital Improvement Program and the Local Transportation Improvement Program both provide financial assistance to political subdivisions for capital improvement to public infrastructure, and

WHEREAS, the Village of Arlington Heights is planning to make capital improvements to Elliott Avenue Rehabilitation Project, and

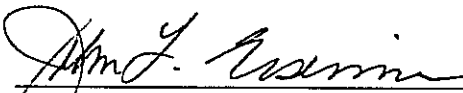
WHEREAS, the infrastructure improvement herein above described is considered to be a priority need for the community and is a qualified project under the OPWC programs,

BE IT ORDAINED by the Council of the Village of Arlington Heights, Ohio that:

- Section 1. The Mayor of the Village of Arlington Heights, Ohio is hereby authorized to apply to the OPWC for funds as described above.
- Section 2. The Mayor of the Village of Arlington Heights, Ohio is further authorized to enter into any agreements as may be necessary and appropriate for obtaining this financial assistance.

TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.

 9/23/99
John L. Eisenmann, P.E., P.S. Date
City Engineer

Weather :
 Counted by: Ehim, Jtol
 Board # : 01506
 Other :

CDS Associates, Inc.
 11120 Kenwood Road
 Cincinnati, Ohio 45242
 (513) 791-1700

Site Code : 001999011001
 Start Date: 09/07/99
 File I.D. : 99011-1

Street name : Elliot Ave. Cross street: E of Waldmann Dr. Direction 1

Page : 2

Begin	EB		WB		Combined		Wednesday	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00 09/08	2	16	3	16	5	32		
12:15	3	14	2	19	5	33		
12:30	3	13	3	16	6	29		
12:45	1	9	23	66	2	18	49	143
01:00	3	8	2	19	5	27		
01:15	2	14	4	16	6	30		
01:30	2	21	0	13	2	34		
01:45	2	9	20	63	2	15	36	127
02:00	0	23	0	22	0	45		
02:15	4	22	1	24	5	46		
02:30	5	18	0	11	5	29		
02:45	1	10	22	85	1	11	62	182
03:00	6	15	0	31	6	46		
03:15	0	21	1	27	1	48		
03:30	0	12	3	27	3	39		
03:45	0	6	15	63	1	11	32	165
04:00	2	18	2	21	4	39		
04:15	1	32	3	25	4	57		
04:30	1	20	2	29	3	49		
04:45	2	6	20	90	4	15	39	184
05:00	3	20	2	27	5	47		
05:15	2	11	6	10	8	21		
05:30	1	16	3	16	4	32		
05:45	7	13	20	67	17	34	35	135
06:00	2	14	7	23	9	37		
06:15	15	18	9	25	24	43		
06:30	23	17	19	18	42	35		
06:45	17	57	10	59	40	115	31	146
07:00	11	12	16	17	27	29		
07:15	18	11	20	13	38	24		
07:30	15	9	26	13	41	22		
07:45	14	58	12	44	24	130	21	96
08:00	17	12	21	3	38	15		
08:15	8	12	23	13	31	25		
08:30	15	5	19	11	34	16		
08:45	16	56	15	44	28	131	23	79
09:00	10	10	14	5	24	15		
09:15	12	12	17	5	29	17		
09:30	12	11	16	11	28	22		
09:45	26	60	9	42	44	125	14	68
10:00	12	6	18	7	30	13		
10:15	12	11	21	6	33	17		
10:30	24	11	15	4	39	15		
10:45	20	68	7	35	31	133	16	61
11:00	14	11	18	6	32	17		
11:15	18	6	12	4	30	10		
11:30	13	6	22	3	35	9		
11:45	11	56	2	25	28	125	6	42
Totals	408	683	455	745	863	1428		
Day Totals	1091		1200		2291			
Split %	47.2%	47.8%	52.7%	52.1%				
Peak Hour	10:30	04:15	06:45	02:45	06:30	02:45		
Volume	76	92	85	125	147	195		
P.H.F.	.79	.71	.81	.78	.87	.78		

1/17/99

FINANCE STATEMENT
 CERTIFICATE OF BALANCE AS OF END OF 4TH QUARTER AMENDED, 1998

FUND	TOTAL APPROPRIATED	BALANCE LEFT IN APPROPRIATION	YEAR BALANCE FORWARDED	RECEIPTS FOR YEAR	TOTAL AVAILABLE	EXPENSES FOR YEAR	TRANSFERS IN	TRANSFERS OUT	BALANCE AT END OF THE YEAR
GENERAL	\$726,470.00	\$67,996.46	\$186,464.45	\$751,317.71	\$937,782.16	\$636,006.19	\$0.00	(\$22,467.35)	\$279,308.62
COMPUTER	\$13,000.00	\$332.63	\$9,822.95	\$10,348.00	\$20,170.95	\$12,667.37	\$0.00	\$0.00	\$7,503.58
COPSFAST	\$38,000.00	\$1,527.87	\$608.87	\$16,895.91	\$17,304.78	\$36,472.13	\$19,167.35	\$0.00	\$0.00
LETF	\$8,150.00	\$40.54	\$3,742.75	\$6,828.04	\$10,570.79	\$8,109.46	\$0.00	\$0.00	\$2,461.33
LEVY	\$77,500.00	\$23,330.67	\$33,100.44	\$65,644.64	\$98,745.08	\$54,169.33	\$2,000.00	\$0.00	\$46,575.75
SPECIAL M/V	\$6,500.00	\$175.45	\$1,024.47	\$5,777.82	\$6,802.29	\$6,024.55	\$0.00	(\$300.00)	\$477.74
STREET	\$38,200.00	\$10,048.90	\$5,975.79	\$29,076.23	\$35,052.02	\$27,551.10	\$0.00	(\$600.00)	\$6,900.92
WASTE	\$54,900.00	\$42.24	(\$1,457.70)	\$54,944.10	\$53,486.40	\$54,857.76	\$1,500.00	\$0.00	\$128.64
ACCUMULATIVE	\$4,275.00	\$4,275.00	\$4,275.00	\$0.00	\$4,275.00	\$0.00	\$2,700.00	\$0.00	\$6,975.00
BOND	\$7,466.00	\$7,466.00	\$7,465.59	\$0.00	\$7,465.59	\$0.00	\$0.00	\$0.00	\$7,465.59
CAPITAL	\$45,000.00	\$45,000.00	\$45,001.44	\$0.00	\$45,001.44	\$0.00	\$0.00	\$0.00	\$45,001.44
REPLACEMENT	\$47,450.00	\$45,450.00	\$51,019.89	\$21,093.09	\$72,112.98	\$0.00	\$0.00	(\$2,000.00)	\$70,112.98
WATER	\$1,440.00	\$17.49	\$8,787.46	\$422.39	\$9,209.85	\$1,422.51	\$0.00	\$0.00	\$7,787.34
3%	\$25.00	\$12.73	\$0.00	\$12.27	\$12.27	\$12.27	\$0.00	\$0.00	\$0.00
SIDEWALK LEVY	\$18,106.00	\$12,872.63	\$0.00	\$17,991.88	\$17,991.88	\$5,233.37	\$0.00	\$0.00	\$12,758.51
REC DONATION	\$0.00	\$0.00	\$83.96	\$380.00	\$463.96	\$0.00	\$0.00	\$0.00	\$463.96
TOTAL	\$1,086,482.00	\$218,588.61	\$355,915.36	\$980,532.08	\$1,336,447.44	\$842,526.04	\$25,367.35	(\$25,367.35)	\$493,921.40

BANK BALANCE	\$399,084.77
CERTIFICATE OF DEPOSIT	\$100,000.00
TOTAL	\$499,084.77
OUTSTANDING CHECKS	(\$5,163.37)
TOTAL	\$493,921.40

CLERK/TREASURER

Rec'd
3/24/99AMENDED OFFICIAL CERTIFICATE OF ESTIMATED RESOURCES
REVISED CODE SECTION 5705.36

Office of the Budget Commission, Hamilton County, Ohio

Cincinnati, Ohio

March 9, 1999

To the taxing authority of

Village of ARLINGTON HEIGHTS

The following is the amended official certificate of resources for the fiscal
year beginning JANUARY 1 1999, as revised by the Budget Commission of said County, which shall govern the
total of appropriations made at any time during the fiscal year:

FUND	UNENCUMBERED BALANCE JANUARY 1 1999	PROPERTY TAX	OTHER SOURCES	TOTAL
GENERAL FUND	276,381.00	44,934.00	625,572.00	946,887.00
SPECIAL REVENUE FUNDS	145,207.00	76,233.00	165,585.00	387,025.00
DEBT SERVICE FUNDS	7,466.00	0.00	0.00	7,466.00
CAPITAL PROJECTS FUNDS	45,001.00		0.00	45,001.00
SPECIAL ASSESSMENT FUNDS	0.00	0.00	0.00	0.00
ENTERPRISE FUNDS	7,787.00		0.00	7,787.00
INTERNAL SERVICE FUNDS	6,975.00		2,700.00	9,675.00
FIDUCIARY FUNDS	0.00		0.00	0.00
TOTAL ALL FUNDS	488,817.00	121,167.00	793,857.00	1,403,841.00

SIGNED
BUDGET
COMMISSIONAMENDMENT
NUMBER

1

Dusty Rhodes - MTRRobert M. GeringKerry B. Nowak
APR

RESULTING EMPLOYMENT OPPORTUNITIES

- A. Temporary Employment: It is anticipated that 10 to 15 temporary construction jobs will be created as a result of this project.
- B. Full-time Employment: It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.



415 JOHN STREET
CINCINNATI, OHIO 45215-5481

September 24, 1999

ATTN: Tim Fagin
Lieutenant/Inspector
Arlington Heights Fire Department
601 Elliott Avenue
Arlington Heights, OH 45215

Dear Tim:

The condition of public roadways in our community is a great concern of H. Meyer Dairy Company and its employees. We support all efforts to maintain and upkeep roadways.

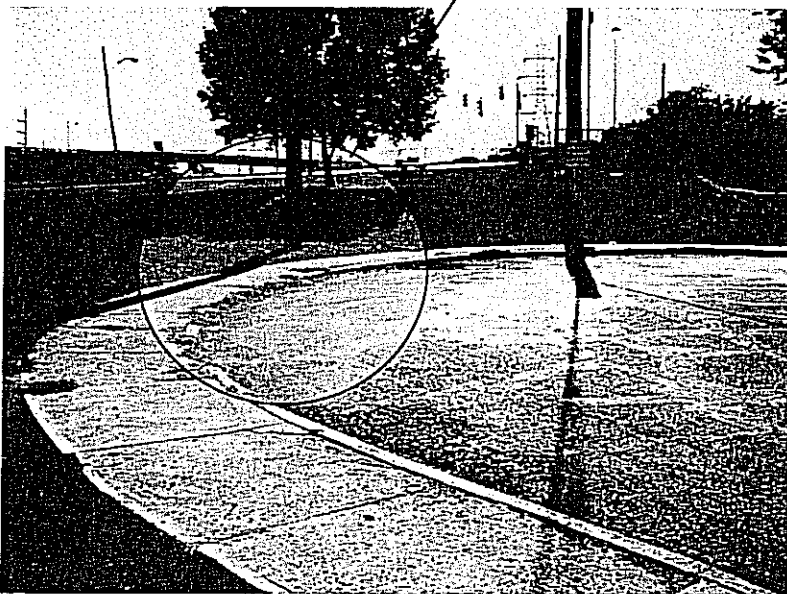
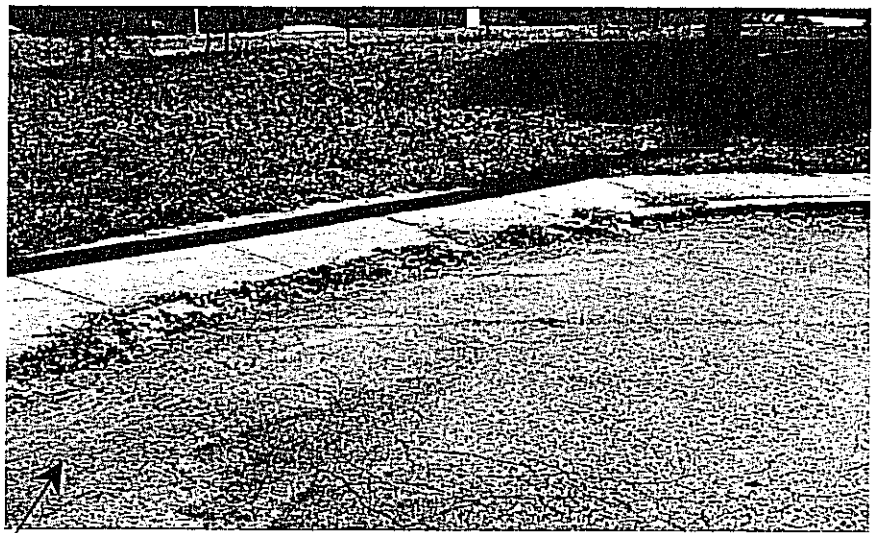
Elliott Avenue is of particular importance because it is the main access road to our facility. Our employees, delivery drivers, and vendors use it to conduct the daily operations of H. Meyer Dairy. Failure to properly maintain Elliott Avenue would have significant impact on our operations.

If H. Meyer Dairy can assist you in your efforts, please feel free to contact me.

Sincerely,

Thomas M. Schlager
Controller

CUL-DE-SAC AT THE
SOUTHERN END OF
ELLIOTT AVENUE.
EXTENSIVE
CRACKING IN CURB.
ALLIGATOR
CRACKING IN
PAVEMENT.



THIS IS THE ONLY ACCESS FOR
SUN SPOT POOL AND SPA, A
MAJOR BUSINESS WITHIN THE
VILLAGE.

LOOKING NORTH
FROM CUL-DE-SAC.
CRACK REPAIR AND
PATCHING DONE ON
PAVEMENT.





NORTHERN END OF ELLIOTT AVENUE ADJACENT TO MEYER'S DAIRY. EXTENSIVE PAVEMENT FAILURE CAUSING DISRUPTION TO TRAVELLING PUBLIC AND MEYER'S DAIRY DISTRIBUTION TRAFFIC.

ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State Form BR-86.

Closed	_____	Poor	_____X_____
Fair	_____	Good	_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Substantial pavement and curb deterioration has taken place particularly in areas of commercial traffic for Village businesses (i.e. Sun Spot Pool, Ryder Bus Services and Meyer Dairy). Pavement repair and resurfacing last took place in 1973.

- 2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

1 weeks/months (Circle one)

Are preliminary plans or engineering completed?

Yes No

Are detailed construction plans completed?

Yes No

Are all right-of-way and easements acquired? *

Yes No N/A

* Please answer the following if applicable:

No. of parcels needed for project: 0 of these, how many are Takes 0, Temporary 0, Permanent 0.

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed

Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

Detailed plans 2 months, utility coordination 1 month

- 3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

Poor pavement condition is a concern to the businesses in the vicinity, particularly Sun Spot Pool, Ryder Bus, and Meyer Dairy. Elliott Avenue is the main access to the Village and the Village's business from I-75. Meyer's Dairy has been so concerned that it has contributed 1/2 of the cost for emergency repairs to a portion of Elliott in front of their facility.

- 4) What type of funds and what percent of the project cost are to be utilized for matching funds for this project?

Federal _____% ODOT _____% Local _____%

MRF _____% OWDA _____% CDBG X 50 %

Other _____%

NOTE: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

- 5) Has any formal action by a federal, state, or local government agency resulted in a ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban _____ Other Ban _____
(specify)

No Ban X

Will the ban be removed after the project is completed?

Yes _____

No _____

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 2,291 x 1.20 = 2,749 users / day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects).

Yes X N/A No _____ One application

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Elliott Avenue is a main access from I-75 to the Village of Arlington Heights and the City of Lockland.

- 9) For roadway betterment projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

How will the proposed project alleviate serious traffic problems or hazards?

Major pavement failures will be repaired and eliminate possible damage to vehicles

10) Will the proposed project generate user fees or assessments?

Yes _____ No X

If yes, what user fees and/or assessments will be utilized?

11) How will the proposed project enhance economic growth? (Please be specific)

Sun Spot Pool, Ryder Bus Services and Meyer Dairy employ approximately 150 people.
All of these businesses require good roadway systems to serve their customers, buses and
trucks. The awarding of the grant to the Village will allow the long overdue repairs on
Elliott Avenue to take place thus preserving the above noted jobs.

12) What fees, levies or taxes pertain to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa).

The Village of Arlington Heights has a road fund established by Ordinance, and has
adopted the Hamilton County \$5.00 License Fee.

ADDITIONAL SUPPORT INFORMATION

PRIORITY LIST OF PROJECTS PROGRAM YEAR 2000 ROUND 14

Name of Jurisdiction: VILLAGE OF ARLINGTON HTS.

Please supply the Integrating Committee a listing, *in order of priority*, of all projects applied for in this round of funding. A maximum of five projects may be listed for the purpose of assigning priority.

<u>Priority</u>	<u>Name of Project (as listed on the application)</u>
1	<u>Elliot Ave. Improvements</u>
2	<u></u>
3	<u></u>
4	<u></u>
5	<u></u>

SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001

NAME OF APPLICANT: Village of Arlington Heights

NAME OF PROJECT: Elliot Ave. Improvements

SCIP

FIELD SCORE: 276

APPEAL SCORE: _____

FINAL SCORE: _____

LTIP

FIELD SCORE: 164

APPEAL SCORE: _____

FINAL SCORE: _____

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed	SCIP	<u>15</u>	X	<u>5</u>	=	<u>75</u>
23 - Critical						
20 - Very Poor	LTIP	<u>15</u>	X	<u>1</u>	=	<u>15</u>
17 - Poor						
15 - Moderately Poor						
10 - Moderately Fair						
5 - Fair Condition						
0 - Good or Better						

- 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance	SCIP	<u>0</u>	X	<u>1</u>	=	<u>0</u>
20 - Considerably significant importance						
15 - Moderate importance	LTIP	<u>0</u>	X	<u>4</u>	=	<u>0</u>
10 - Minimal importance						
0 - No measurable impact						

- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance	SCIP	<u>0</u>	X	<u>1</u>	=	<u>0</u>
20 - Considerably significant importance						
15 - Moderate importance	LTIP	<u>0</u>	X	<u>0</u>	=	<u>0</u>
10 - Minimal importance						
0 - No measurable impact						

- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project	SCIP	<u>25</u>	X	<u>3</u>	=	<u>75</u>
20 - Second priority project						
15 - Third priority project	LTIP	<u>25</u>	X	<u>1</u>	=	<u>25</u>
10 - Fourth priority project						
5 - Fifth priority project or lower						

- 5) Will the completed project generate user fees or assessments?
- | | | | | | | |
|---------|------|-----------|---|----------|---|-----------|
| 10 - No | SCIP | <u>10</u> | X | <u>5</u> | = | <u>50</u> |
| 0 - Yes | LTIP | <u>10</u> | X | <u>0</u> | = | <u>0</u> |

- 6) Economic Growth – How the completed project will enhance economic growth (See definitions).
- | | | | | | | |
|---|------|----------|---|----------|---|----------|
| 10 - The project will <u>directly</u> secure <u>significant</u> new employers | SCIP | <u>0</u> | X | <u>0</u> | = | <u>0</u> |
| 7 - The project will <u>directly</u> secure new employers | LTIP | <u>0</u> | X | <u>4</u> | = | <u>0</u> |
| 5 - The project will secure new employers | | | | | | |
| 3 - The project will permit more development | | | | | | |
| 0 - The project will not impact development | | | | | | |

7) Matching Funds - LOCAL

- | | | | | | | |
|---|------|----------|---|----------|---|----------|
| 10 - This project is a loan or credit enhancement | SCIP | <u>0</u> | X | <u>5</u> | = | <u>0</u> |
| 10 - 50% or higher | LTIP | <u>0</u> | X | <u>1</u> | = | <u>0</u> |
| 8 - 40% to 49.99% | | | | | | |
| 6 - 30% to 39.99% | | | | | | |
| 4 - 20% to 29.99% | | | | | | |
| 2 - 10% to 19.99% | | | | | | |
| 0 - Less than 10% | | | | | | |

8) Matching Funds - OTHER

- | | | | | | | |
|--------------------|------|-----------|---|----------|---|-----------|
| 10 - 50% or higher | SCIP | <u>10</u> | X | <u>2</u> | = | <u>20</u> |
| 8 - 40% to 49.99% | LTIP | <u>10</u> | X | <u>5</u> | = | <u>50</u> |
| 6 - 30% to 39.99% | | | | | | |
| 4 - 20% to 29.99% | | | | | | |
| 2 - 10% to 19.99% | | | | | | |
| 1 - 1% to 9.99% | | | | | | |
| 0 - Less than 1% | | | | | | |

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

- | | | | | | | |
|---|------|----------|---|-----------|---|-----------|
| 10 - Project design is for future demand. | SCIP | <u>2</u> | X | <u>0</u> | = | <u>0</u> |
| 8 - Project design is for partial future demand. | LTIP | <u>2</u> | X | <u>10</u> | = | <u>20</u> |
| 6 - Project design is for current demand. | | | | | | |
| 4 - Project design is for minimal increase in capacity. | | | | | | |
| 2 - Project design is for no increase in capacity. | | | | | | |

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

- | | | | | | |
|------|----------|---|----------|---|-----------|
| SCIP | <u>5</u> | X | <u>5</u> | = | <u>25</u> |
| LTIP | <u>5</u> | X | <u>5</u> | = | <u>25</u> |

5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

- 11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact

$$\text{SCIP} \quad \underline{4} \times \underline{0} = \underline{0}$$

8 -

6 - Moderate impact

$$\text{LTIP} \quad \underline{4} \times \underline{1} = \underline{4}$$

4 -

2 - Minimal or no impact

- 12) What is the overall economic health of the jurisdiction?

10 Points

$$\text{SCIP} \quad \underline{6} \times \underline{2} = \underline{12}$$

8 Points

6 Points

$$\text{LTIP} \quad \underline{6} \times \underline{0} = \underline{0}$$

4 Points

2 Points

- 13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

$$\text{SCIP} \quad \underline{0} \times \underline{2} = \underline{0}$$

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

$$\text{LTIP} \quad \underline{0} \times \underline{2} = \underline{0}$$

0 - Less than 20% reduction in legal load

- 14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

$$\text{SCIP} \quad \underline{2} \times \underline{2} = \underline{4}$$

8 - 12,000 to 15,999

6 - 8,000 to 11,999

$$\text{LTIP} \quad \underline{2} \times \underline{5} = \underline{10}$$

4 - 4,000 to 7,999

2 - 3,999 and under

- 15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide certification of which fees have been enacted.)

5 - Two or more of the above

$$\text{SCIP} \quad \underline{3} \times \underline{5} = \underline{15}$$

3 - One of the above

0 - None of the above

$$\text{LTIP} \quad \underline{3} \times \underline{5} = \underline{15}$$

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (*Documentation required.*))

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction shall submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). *The applying jurisdiction must submit documentation.*

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employers: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employers: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

$$\text{Existing users} \times \text{design year factor} = \text{projected users}$$

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Criterion 9 – Alleviate Traffic Problems - continued

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.